



RAILROADS.

LOCAL TIME TABLE.

MISSOURI PACIFIC

NORTH BOUND.	
Laredo and St. Louis	7:15 a.m.
San Antonio and St. Louis	8:25 p.m.
SOUTH BOUND.	
St. Louis and Laredo	7:50 p.m.
St. Louis and San Antonio	7:00 a.m.

TEXAS AND PACIFIC.

EAST BOUND.	
El Paso, Texas and New Orleans	7:00 a.m.
Colorado and Texas	9:15 a.m.
WEST BOUND.	
New Orleans, Texas and El Paso	8:50 p.m.
Texas and Colorado	8:10 a.m.

TRANSCONTINENTAL.

NORTH BOUND.	
Fort Worth, Whitesboro and Texas	7:15 a.m.
Fort Worth, Sherman and Texas	8:20 p.m.
SOUTH BOUND.	
Texas, Whitesboro and Fort Worth	7:50 p.m.
Texas, Sherman and Fort Worth	7:00 a.m.

GULF, COLORADO AND SANTA FE.

SOUTH BOUND.	
Mail and express, daily	7:00 a.m.
Accommodation, mixed train	7:30 p.m.
NORTH BOUND.	
Mail and express, daily	8:40 p.m.
Accommodation, mixed train	8:10 a.m.

FORT WORTH AND DENVER.

North bound	8:20 a.m.
South bound	4:20 p.m.

HOUSTON AND TEXAS CENTRAL.

Express trains	Leave, 5:30 p.m. 10:20 a.m.
Mixed trains	Arrive, 2:30 p.m. 12:55 a.m.

THE RAILROADS.

The St. Louis, Arkansas and Texas System Rapidly Growing in Power and in Importance.

Reports from the Strawn Coal Better and Better—Texas and Pacific Improvement—Home Notes.

C. J. McPherson, Claim Agent of the Missouri Pacific, was in Fort Worth last night.

General Superintendent of Roads and Bridges E. A. Garvey of the Texas and Pacific was in Fort Worth last night.

The Texas and Pacific is waiting for some special pattern casing before work can be resumed on the Artesian well.

Captain Judy, Trainmaster of the Rio Grande Division of the Texas and Pacific, and W. J. Carnahan, Roadmaster, leave for the west this morning.

Governor Sheldon, one of the receivers of the Texas and Pacific, was in Fort Worth last night in his private car. He left on the west bound train.

The Fort Worth and Rio Grande is moving steadily forward, and the days that will pass before the road is in operation to Granbury will not exceed forty.

It will be seen from the Throckmorton communication in this issue that Chief Engineer Hall and his assistants have located the line of the Fort Worth Western to Throckmorton, 129 1/2 miles from this city. It is understood that the engineers will now return to some point near Graham, on the main line, and run a line to Seymour in Baylor county, and possibly the line to Crystal Falls, Breckenridge and Albany. It is doubtful if any road in the state has 129 miles of better location than the Fort Worth Western.

Colonel L. L. Keller, Superintendent of the Texas and Pacific Rio Grande division, was in Fort Worth yesterday and leaves this morning for the west. He stated last night that he would stop at the Strawn mines and would order a test of the coal made on passenger engines. Colonel Keller says the coal has been thoroughly tested up to this time in all ways but on passenger locomotives, and the result on passenger locomotives, the result on passenger locomotives, the result on passenger locomotives.

The last tests showed the coal to be superior to Pittsburgh coal, one ton of coal producing steam sufficient for a twenty-seven mile haul. Heretofore twenty and twenty-one miles has been considered good. The machinery for working the mines is being put in rapidly, and the proprietors will soon be able to get out 800 tons a day.

In speaking about steel rails, Superintendent Keller said when he passed Weatherford there was only a half mile of steel to put down to make the track all steel to Weatherford. Yesterday 11,000 feet of steel had been put down, something over two miles. The Texas and Pacific is forging to the front in all departments.

The Cotton Belt is rapidly taking its place among the great systems of railroads. Great cities are anxious to secure its lines, and its power is recognized. The Globe-Democrat says about this company and its projects: There is no

longer any doubt as to how the St. Louis, Arkansas and Texas will enter St. Louis, in so far as the east or west bank of the river is concerned, for the officials of the company admit that the west bank has been selected, and that the only serious obstacle in the way is the securing of terminals in the city. The presence of Messrs. Elkins, Coppel, Pendleton and Dennan in St. Louis is due to this important necessity, and it is confidently expected that the matter will be disposed of by the close of the present week. The St. Louis, Arkansas and Texas is rapidly developing into one of the most important systems in the country, and when it is known that a number of very desirable points are about to be reached by the company by the extension of its lines, the fact will be more fully appreciated. It is stated on good authority that the St. Louis and Texas Company has fully determined to extend the system to Little Rock, Ark., Sherman and Fort Worth, Tex., and Shreveport, La., and the routes for the various extensions contemplated will be agreed upon during the present week. The Cotton Belt line will not only open a valuable agricultural country, but will develop the timber interests in the south, its line running through a vast territory of the most valuable timber land, principally hard wood, which can be utilized not only for ties and rough work, but for the manufacture of furniture, and, in fact, take the place of the now nearly exhausted timber section of the northwest. The acquisition of terminal facilities at St. Louis is the most difficult task with which the company has to contend, and unless the proposed law compelling established roads to permit new lines to use their terminals upon the payment of reasonable compensation is passed some delay may be occasioned, but notwithstanding the fact that the St. Louis and Texas comes in direct competition with the Gould system, it is understood a desirable arrangement can be made with the Iron Mountain for the use of its tracks and terminals.

The Citizens' Alliance to the Importance of Another Railroad. Correspondence of the Gazette.

SUNSET, TEX., Feb. 14.—A large mass meeting of the citizens of Sunset and vicinity was held at the school house last Monday night the 7th inst. Dr. W. F. Thomason was called to the chair and J. F. Long was elected Secretary. The secretary read a letter from the Albany railroad committee urging the appointment at Sunset of a committee for the purpose of acting in concert with other committees along the proposed route, to confer with the Missouri Pacific officials and see what inducements could be offered that would secure an early extension from Gainesville via Sunset, Jacksboro, Graham, Crystal Falls, Albany to Abilene. Speeches were made by several prominent gentlemen noted for their liberality in all public enterprises, urging prompt action by the people in showing their willingness to aid the enterprise. Great harmony prevailed and a deep interest was manifested showing conclusively that the business men of Sunset, as well as the people living along the proposed route, would do all in their power to induce this road to build by Sunset. In fact a unanimous sentiment was expressed in favor of the road. The following committee was appointed: W. R. Dorsey, J. T. Bellows, Dr. J. W. Harvey, Dr. J. Younger and Dr. W. F. Thomason. A motion was made and carried for the Secretary to send proceedings of the meeting to THE FORT WORTH GAZETTE and Sunset Journal with request that said papers publish them. Meeting adjourned.

The Cleburne Round House.

CLEBURNE, TEX., Feb. 16.—Mr. W. A. Nelson, Master Bridge Builder, received orders to-day to increase the size of the round house five stalls, making in all seventeen stalls.

A Railroad Marriage.

TAYLOR, TEX., Feb. 16.—Old Hymen yoked together yesterday a loving couple at the residence of Dan Murphy, railroad contractor, this city. Rev. Father Foohy spoke the words that made one of H. C. Gillette of the Taylor, Bastrop and Houston railway and Miss Lizzy Horan, Uvalde, Texas.

Acquired by the Mexican National.

LAREDO, TEX., Feb. 16.—The Mexican National Railway Company has purchased all the property of the International or Gould Rio Company in Nuevo Laredo, just across the river. The property consists of terminal grounds, buildings, tracks, right of way to construct an iron bridge across the river, etc. The bridge will also soon be built, and will be laid with two tracks, a broad and a narrow gauge, the same to be owned jointly by the two roads.

Sherman and the Cotton Belt.

SHERMAN, TEX., Feb. 16.—An important sale of city real estate was made to-day, the purchaser being Captain O. T. Lyon, a member of the New York syndicate composed of S. W. Fordyce, Stephen Elkins and others. The property is a valuable business site situated in the heart of the city, and will be occupied by an extensive brick block to be used as railroad offices and other business purposes.

J. F. Hinkley, chief engineer of the St. Louis, Arkansas and Texas Railway, is in the city, and arrangements are being made to begin the work of track laying at this end of the route in a few days.

The Santa Fe.

A large force of workmen are engaged in the construction of the depot at this point, which will be amply large for office, passenger waiting rooms, storage for freight, baggage, express, etc. Telegraph lines have been erected and an office established at this place with Mr. Reese manager and operator. There is one feature connected with the telegraph line which may serve as an indicator to guessers on the final plans of the Santa Fe. That feature is: the poles are up and the wires strung several hundred yards past the depot. It may be, however, that the Santa Fe thinks of establishing an up town office out in the coon settlements. There is no accounting for the strange freaks of a railroad or telegraph line. It is said on good authority, though not official, that the schedule time of the passenger will be changed next Sunday—leaving Honey Grove at 7 a. m. instead of 6 a. m., and returning at 8 p. m. instead of 9 p. m.

These two hours are not to be taken from the time of rest in Dallas but will be made up on the run by an increase in speed from sixteen miles per hour to twenty

miles per hour, making the run in four hours instead of five. Work has not yet begun on the round house. From points, suggestions, intimations and indications here and there it is the general opinion that work will commence on the extension as soon as the Gaff is completed to Pinhook. What route will be taken is not known, but the citizens of the Monks-town and Ragsdale neighborhoods might find that their lightning rods are in a good place if properly pointed. It would not be a bad plan for them to look out a good crossing on the river, and consult among themselves to see what can be done in case a proposition should be made to them. The road will want right-of-way and depot grounds and will appreciate the good will and courtesies of the people along its route.—(Honey Grove Herald.)

A PLANO MEETING.

PLANO OFFERS RIGHT OF WAY AND A BONUS TO THE ST. LOUIS, ARKANSAS AND TEXAS.

PLANO, TEX., Feb. 16.—A large and very enthusiastic railroad mass meeting was held at the opera house this afternoon. Dr. J. W. Wilson was called to the chair and W. L. Chandler acted as secretary. The chairman stated the object of the meeting to be to endeavor to secure the proposed new line of railroad from Greenville or Sulphur Springs, via Plano to Fort Worth. After a considerable discussion by the chair and others Mr. Overaker read a letter from Colonel J. P. Smith of Fort Worth, urging the citizens to appoint a right of way committee and be ready to meet with the company at any time, and saying that it was the disposition of the St. Louis, Arkansas and Texas Railway to come to Plano if they could get sufficient encouragement from its citizens. A motion was carried appointing George W. Bowman, right of way and depot agent for Collin county. Mr. Bowman selected as his assistants Colonel W. P. Bishop of Frankfort, and Dr. J. E. Butler of Wylie. John T. Kendrick and J. H. Bowman were selected as a finance committee. A motion carried that the citizens of Plano and vicinity offer the railroad company a bonus of \$5000 and depot grounds to secure the road to this point. The meeting then adjourned sine die.

The meeting this afternoon has aroused our most influential citizens, who are willing to co-operate and do all in their power to get this road, on which they expect work to begin inside of sixty days.

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Correspondence of the Gazette.

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THROCKMORTON REACHED.

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MORE TERRITORY KILLING.

A Cherokee Kills a Tribal Brother About a Trifle.

SPECIAL TO THE GAZETTE. FORT SMITH, ARK., Feb. 16.—On Saturday last at Sweetwater, Cherokee nation, about thirty miles from this city, Henry Hicks was killed by a young man named Ben Garven. It appears Hicks and a young man named Ray were hauling a house and preparing to open a claim when Garven came up to them and told Hicks he was intruding on his claim. A few words passed, when Hicks started off, when Garven fired and killed him. Both were citizens of the Cherokee nation.

The Finest Razors in the World. At Anderson's gun store.

CLEVELAND'S LAST VETO

He Returns the Drouth Relief Seed Bill to the House Without His Approval Thereof.

If Senators and Representatives Wish to Aid the Texas Farmers They Can Do so Readily.

VETOED.

WASHINGTON, Feb. 16.—The President has vetoed the bill appropriating \$10,000 for the distribution of seeds to the drouth stricken counties of Texas.

WHAT THE PRESIDENT SAYS.

WASHINGTON, Feb. 16.—The following is the message of the President vetoing the bill for the distribution of seeds in Texas:

To the House of Representatives:

I return without my approval House bill No. 10,208 entitled "An act to enable the Commissioner of Agriculture to make a special distribution of seeds in the drouth stricken counties of Texas and making an appropriation therefor." It is represented that a long, continued and extensive drouth has existed in certain portions of the state of Texas, resulting in the failure of crops and consequent distress and destitution. Though there has been some difference in the statements concerning the extent of the people's needs in the localities thus affected, there seems to be no doubt that there has existed a condition calling for relief, and I am willing to believe that notwithstanding the aid already furnished, the donation of seed grain to the farmers located in this region to enable them to put in new crops would serve to avert a continuance of an unfortunate blight, and yet I feel obliged to withhold my approval of the plan proposed by this bill to indulge a benevolent and charitable sentiment through the appropriation of public funds for the purpose. I can find no warrant for such an appropriation in the constitution, and I do not believe the power and duty of the general government ought to be extended to the relief of individual suffering which is in no manner related to the public service or benefit.

The prevalent tendency to disregard the limited mission of this power and duty should, I think, be steadfastly resisted to the end: that the lesson should be constantly enforced; that the people should support the government, and the government should not support the people.

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